

## JERSEY CAR LINES BOUGHT.

### A SYNDICATE GETS CONTROL OF 140

**John D. Crimmins at the Head of a Mammoth Project to Unite Newark, Elizabeth, and**

What is said by competent judges to be the largest deal in street railroads ever made in the United States was completed yesterday, whereby a syndicate of New York and Philadelphia capitalists, represented by J. D. Crimmins, acquired control of 40 single-track miles of New Jersey suburban street railroads, including the Camden and Philadelphia lines.

which changed hands is not the important feature of the deal, for it includes a plan to connect Newark, Elizabeth, Bloomfield, Montclair, and the Oranges with a system of electric roads which will all run to one or more ferry landings on the North River. The deal also includes the transfer of the lines of the Jersey City and Bergen Railroad Company in Hudson county which have been leased by the Penn-

The first named lease includes, besides the Montgomery street branch, the plank road line which connects Jersey City at Communipaw avenue with Newark, with projected lines to the Orangeth. The lease of the Traction Company included the Newark and Plainfield Company's line, which connects Newark with Plainfield. In all, there were transferred 90 miles of road operated by horse power, 35 miles operated by electricity, and 15 miles not operated. All of this 140 miles will be operated under one system, all the horse and unoperated lines will be converted into electric lines, and the system will be made until every Jersey ferry from Hoboken to Communipaw is connected with the system. It is the avowed intention of the new owners of this extensive system of suburban roads to carry passengers to Newark.

Oranges are just as the steam sun-urning roads and all of no greater fare, running on the principal highways from the ferry landings between and through all of the suburban towns and cities included in the district.

Sgt. J. E. He said that he had just been notified by wire from Newark that the negotiators had all been finally closed. "I cannot give you the names of my associates in this operation," Mr. Cramm said, "but you can say that they are twelve capitalists of this city and Philadelphia. The purchase has not yet been

"No, I cannot tell you what was paid for this property. It was many millions; it was a great deal of money, and a great deal more will have to be spent to put the system into operation and make the terry connections. We do not

"I drove over a part of the district yesterday, and was amazed by the evidence of growth of population, by the buildings and improvements I saw on all sides. We shall adopt the

thirty-five miles of trolley in operation now on the roads which comprise the system. Instead of being met with any opposition against the trolley, we are being petitioned to introduce it, and twenty feet right of way in graded and macadamized roads has been offered us. The district is, to a large extent, as much a part of New York, as to its rapid transit requirements, as is the annexed district, and we will endeavor to supply that requirement." It is reported that the Jersey City Board of Aldermen will vote next week to the defeat of the controlling interest in the Hudson City and Bergen Railroad which was owned

by the Pennsylvania Railroad Company, was originally made some time ago, but was only ratified by the Jersey City and Bergen County directors' meeting on Thursday. The other Jersey City roads and those owned by the United New Jersey Railroad road Company, were not owned, but were controlled by the Pennsylvania Company. These roads are also included in the deal.

The deal also included the Jersey Company owned route between the two points than that of the Pennsylvania road. The Jersey City and Bergen County stock is \$1,000,000, but it has been

been sold at \$250 per share, of the par value of \$100. The Bergen Point Ferry between Bergen Point and Fort Richmond, N. J., will be transferred to the new company at a near date, it was reported yesterday.

President Charles H. Hurston of the Jersey City and Bergen Railroad Company yesterday confirmed the report that Mr. Crummins, on behalf of the syndicate, had bought from the Pennsylvania Railroad a controlling interest in the horse railroad. The shares sold, he said, were fourteen more than half the stock owned by the Pennsylvania Railroad.

The price paid he did not know, but he said

thought it was \$415 per share. The inset story told that he had any knowledge of brought \$250 per share. The sale was made at a meeting of the Pennsylvania Railroad directors held in Philadelphia on Thursday. The Pennsylvania has protected the minority shareholders.

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**A NEW MORGAN LINE BOAT.**

El Rio Is the Largest American-built Steamship Afloat.

The new Morgan line steamship *El Rio* arrived yesterday from the yard of the New Orleans shipbuilding company, where she was launched in October. She is the largest American-built steamship afloat, measuring 4,900 tons. She will ply between this port and New Orleans, and probably will make the trip in faster time than any other steamship of the line. She is the thirteenth steamship built for the Morgan line.

CONSTANTINOPLE, Feb. 10.—The United States Legation here has learned that a Moslem mob burned the American girls' college in Marsovan because the director, Dr. Herriek, was believed to be the instigator of an offensive political agitation.

**The Weather.**

Rain or snow fell yesterday in all districts east of the Mississippi River. The storm centre passed very rapidly northeast from Kansas to eastern Canada, where it was central yesterday. High winds from the south-west prevailed over the lakes and the Atlantic coast; there was fog over the coast, light and dense at its

Two other storms are now developing, one in Texas and the other over Montana. They will prevent any severe cold from following the eastern storm out of the country.

Rain fell yesterday morning and part of the afternoon in this city, with light fog over the rivers and bay; total rainfall, .44 of an inch; average humidity, 82 per cent.; wind southwest; average velocity, 4 miles an hour at 9 A. M.; highest, 24 miles; highest official temperature, 64°; lowest, 52°.

The thermometer at Perry's pharmacy in The Sun

building recorded the temperature yesterday as follows:					
1892, 1898.		1892, 1898.		1892, 1898.	
6 A. M.	30°	42°	8:30 P. M.	58°	49°
9 A. M.	28°	40°	6 P. M.	55°	46°
12 M.	29°	40°	3 P. M.	55°	47°
12 M.	32°	51°	12 M.	55°	47°
Average on Feb. 10, 1898.				47°	47°
Average on Feb. 10, 1898.				52°	52°

WASHINGTON FORECAST FOR SATURDAY

For New England, eastern New York, eastern Pennsylvania, New Jersey, and Delaware, fair during Saturday, preceded by light local showers to-morrow; northerly winds; colder.

For the District of Columbia, Maryland, and Virginia, fair, preceded by showers in the early morning; much colder; northerly winds. The temperature will fall a little about freezing, with a moderate cold wave.

For western New York, western Pennsylvania, and Ohio, generally fair, but with light local snows or flakes; northwesterly winds; slightly colder.

Perfect roads, four tracks, fine cars, quick time, and Grand Central Station—all by New York Central.—*Ad.*